OUNTRY East Germany Loading Statistics of the East German Railroads SUBJECT

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the following numbers of raminosa cars were loaded in the railroad districts mentioned from 8 through 13 May 1953:

| Regional Railroad | Date in May | Total | SCC | Coal, Coke | ore | Fuel | |
|--|----------------|---------------------|----------------------|--|--|--|--|
| | | | | a fill garting | in an | 1:00 - 1: | |
| again needan garan eta di agus en eta data da agus an agus agus an agus agus agus agus agus agus agus agus | | e | غ - دونهای د د. م | and the contraction of the contr | an i lambani sampi na dalam da mil | an gaaran sa sa sa sa na na sa sa sa s | |
| 7 7.4 | ε ε | 1,550 | -37 | 65 | Colonia Coloni | - 10 - , | |
| Perlin | ç | 2,190 | | y 66 · · · · | <u>⊶</u> 3 | :-3 0 | |
| | χÔ | 1,565 | 64 | 76 | 3 2 | 3 0 | |
| | 3.55 3.31 | 2,720 | 162 | 71 | 2 | 23 | |
| | 12 | 2,7 5 9 | 144 | 95 | 3 | 33 | |
| | IJ | 3,0 51 | 208 | 84 | I | 39 | |
| Greifswald | ප් | 445 | 39 | ew. | • | ı | |
| | ō | 94,5 | 5. | 4 | 20 | Çte | |
| | 10 | 45% | 77 | ٥ | • | 1 2 3 | |
| | 11 | 1018 | 36 | 5 | | .d. | |
| | 1.2 | 993 | 14 | 11 | 63 | 2 | |
| | 13 | 1967 | 39 | 9 | ** | 3 | |
| Schwerin | ਲੈ | 453 | 4 | 32 | 4 | 3 | |
| | 9 | 1,131 | 8 | 34 | 430* | es ore | |
| | 10 | 846 | 3 | 32 | 426 | 7 | |
| | 31 | 1,261 | 15 | 45 | - | 4 | |
| | 32 | 1,516 | 3 8 | 66 | 23 | 2 | |
| | 13 | 1,366 | 8 | 37 | 62 | 2 | |
| Cottbus | 8 | 2,870 | 15 | 2,289 | 150 | 30 50 | |
| Section and the section of | 9 | 3,680 | 68 | 2,438 | | 53 | |
| | 10 | 3,070 | - | 2,324 | *** | 46 | |
| | 3.1 | 3,492 | wp | 2,303 | œ. | 78 | |
| | 32 | 3.719 | 1,000 | 2,381 | som | 53 | |
| | િં | 3 ₈ 461. | 27 | ટ ું 208 | - | 30 | |
| Mogdeburg | នី | 2,255 | 53 | 763 | 40 | 38 | |
| | $\bar{9}$ | 3,924 | 10 | 820 | 155 | 33 | |
| | 3.0 | 2,677 | 37 | 25X1 719 | 112 | 18 | |
| | | | | | | 25X1 | |

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| (ist continu | ed from page | 10 | | | | |
| | | | | | | |
| Magdeburg | 1.1 | 3,787 | 40 | 746 | 137 | 39 |
| 1 GEATTLE | 12 | 4,032 | 6 | 758 | 172 | 45 |
| | 13 | 4,039 | 176 | 758 | 144 | 46 |
| te de mili | ئ | 2,522 | 58 | 471 | 47 | 26 |
| irfurt | 8 9 | 4,197 | 24 | 500 | 128 | 24 |
| | ιó | 2,944 | 7 | 478 | 89 | 19 16 |
| | LL | 3,978 | 2 9 | 498 | 111 | |
| | T2 | 4,285 | 28 | 478 | 165 | 30 20 |
| | 13 | 4,313 | 30 | 481 | 125 | 28 |
| | r) | 3,041 | 70 | 320 | 16 | 2 5 |
| Drasden | 8 9 | 4,224 | ii | 583 | 9 7 | 32 |
| | 40 | 3,797 | 27 | 293 | 7 | 22 |
| | 11 | 4,715 | 85 | 632 | ′ 11 | 33 |
| | 12 | 5,071 | 79 | 712 | 17 | 48 |
| | 13 | 5,128 | 37 | 739 | 19 | 36 |
| | | is. | | | | |

25X1 Comment. 's compared with the last reported period, the loading performance remained about constant. The number of cars loaded for the Soviet occupation forces was on a normal level except for the Berlin regional railwoad district where a slightly increased number of cars was loaded between the land 13 May, probably in conjunction with troop movements which were previously reported.

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